Intersections

Table 1-3 shows the intersections that have pedestrian or traffic signals on SR 99 North

Table 1-3
Signals on the SR 99 North Study Corridor

Intersection	Traffic Control
Green Lake Pedestrian Crossing/N. 68th St.	Pedestrian Signal
Winona Ave. N.	Traffic Signal
N. 77th St.	Traffic Signal
N. 80th St.	Traffic Signal
N. 83rd St./Green Lake Dr. N.	Traffic Signal
N. 85th St.	Traffic Signal
N. 90th St.	Traffic Signal
N. 100th St.	Traffic Signal
N. 105th St./Northgate Way	Traffic Signal
Washelli Cemetery/ Entrance	Traffic Signal
N. 115th St.	Traffic Signal
N. 117th St. (Home Depot)	Traffic Signal
N. 125th St.	Traffic Signal
N. 130th St.	Traffic Signal
N. 135th St.	Traffic Signal
N. 140th vicinity	Amber Pedestrian Flash
N. 145th St. (SR 523)	Traffic Signal

All of these traffic signals were synchronized by the City of Seattle in 2001.

Bridges

Aurora Bridge (George Washington Memorial Bridge)

The Aurora Bridge (WSDOT bridge number 99/560) crosses the Lake Washington Ship Canal. The bridge was built in 1932 and is currently listed on the National Historic Register. It is a steel cantilever structure and is one of the tallest and longest spans in Seattle.

Other Bridges

In addition to the Aurora Bridge, thirteen other bridges are present along the SR 99 North corridor including several undercrossings, overcrossings, and pedestrian bridges. Table 1-4 presents the inventory from the WSDOT January 2002 bridge list—including the Galer Street undercrossing, which is expected to be under construction by 2004. The pedestrian tunnel/undercrossing at N. 79th Street is closed and therefore is not listed in Table 1-4.

Table 1-4
Bridges Along the SR 99 North Study Corridor

Bridge Number	Milepost	Description[1]
99/547	32.76	Broad St. Overcrossing
99/548	32.81	Mercer St. Overcrossing
	33.30	Galer St. Pedestrian Undercrossing[2]
99/557	33.83	Lynn St. Overcrossing
99/560	34.17 – 34.73	Aurora Bridge (George Washington Memorial Bridge)
99/567	34.74	N. 38th St. Overcrossing
99/568	35.07	N. 41st St. Pedestrian Undercrossing
99/569	35.43	N. 46th St. Overcrossing
99/570	35.66	N. 50th St. Overcrossing
99/571P	35.77	Woodland Park Pedestrian Undercrossing #1
99/572P	35.88	Woodland Park Pedestrian Undercrossing #2
99/573P	35.99	Woodland Park Pedestrian Undercrossing #3
99/574	36.27	N. 63rd St. Overcrossing
99/581	38.30	N. 102nd St. Pedestrian Undercrossing
99/582	39.72	N. 130th St. Pedestrian Undercrossing

1 "Crossing" refers to whether SR 99 is crossing over or under another facility
2. Proposed pedestrian undercrossing to be constructed in near future

Source: WSDOT Bridge List, January 2002.

Non-Motorized Crossings and Facilities

Crossings

Non-motorized crossings are available at all of the signal and bridge locations along SR 99 North. These locations are listed in tables 1-3 and 1-4, respectively. Non-motorized crossings are also located at both ends of the Aurora Bridge.

Sidewalks

The sidewalks along the SR 99 North study corridor are inconsistent and in some areas non-existent. The widths of sidewalks as well as their continuity vary, especially in the northern part of the project. Existing sidewalk situations are described in Table 1-5.

Table 1-5
Existing Sidewalk Patterns

City	Limits	Sidewalk Situation
Seattle	North end of the Battery Street Tunnel to N. 72nd	Sidewalk is largely continuous
	N. 72nd to N. 110th	Sidewalk is largely continuous
	N. 110th to N. 145th	Limited sidewalks – only in front of recent development

Bicycle Facilities

SR 99 North is not a designated bicycle route; however, bicycles do use the facility. City of Seattle designated bicycle routes are available on streets parallel to SR 99 North throughout the corridor. Dexter Avenue N. has bicycle lanes from Denny Way to near the Fremont Bridge. Linden Avenue N. and Fremont Avenue N. are classified as arterial or residential streets that are commonly used by bicyclists. The Green Lake Trail also runs parallel to SR 99 North for a short distance. Please see the "Seattle Bicycling Guide Map" produced by the Seattle Transportation Department for further information.

Speed Limits

The posted speed limits along the project corridor range between 30 mph and 40 mph. Table 1-6 shows the current posted speed limits.

Table 1-6
Speeds Along the SR 99 North Study Corridor

Segment	Milepost	Speed Limit	Average Operating Speed[1]
Battery Street Tunnel to Winona Ave.	32.44 to 36.93	40 mph	52
Winona Ave. to N. 85th St.	36.93 to 37.46	30 mph	38
N. 85th St. to N. 115th St.	37.46 to 38.97	35 mph	42
N. 115th St. to N. 145th St.	38.97 to 40.47	40 mph	46

[1] Data are from WSDOT Speed Study inventory.

Right-of-Way Widths

The existing right-of-way (ROW) along the SR 99 North study corridor varies from 90 to 108 feet. Table 1-7 shows the existing curb-to-curb widths and ROW for SR 99 North

Table 1-7
SR 99 North Study Corridor Right-of-Way

Section	Existing Right-of-Way (in feet)	Existing Curb to Curb (in feet)
Aloha St to Halladay St	106	78
N. Halladay St to N. 38 St	100	57
N. 38 St to N. 50 St	106	78
N. 50 St to N. 59 St	106	62
N. 59 St to N. 72 St	106	varies 62 to 78
N. 72 St to N. 110 St	90	varies 71 to 74
N. 110th St to N. 145 St	varies 90 to 108	varies 61 to 78

Transit Service

Existing Transit Service Levels

Between North 145 Street and downtown Seattle, SR 99 North is a major transit corridor. Transit service includes limited stop service (route 358), local service (routes 26, 16 and 5), as well as peak hour, directional express service (5 Express, 26 Express, 28

Express, and 358 Express). Service is particularly frequent between N. 38th Street and Denny Way.

Transit Stop Spacing

Along the entire corridor, approximately 24 stops occur on the 7.8-mile section, or one stop every 0.325 mile. Stop spacing is tighter in some areas: between Denny Way and Halladay Street, bus stop spacing is 0.17 mile. North of N. 75th Street, bus stop spacing is 0.24 mile.

Operating Environment

As documented previously, on-street parking policies vary throughout the day. Several areas, particularly north of N. 75th Street, have peak-hour traffic parking restrictions in place. Parking is restricted during the peak hours along sections in the southbound direction in the morning and along sections in the northbound direction in the afternoon. When parking is restricted, buses operate and stop in the curb lane and do not have to merge in and out of general traffic. When on-street parking is allowed, bus stops operate as bus pullouts, with their inherent transit disadvantages, particularly the difficulty of pulling back into the traffic flow.

Transit signal priority (TSP) equipment has been installed and activated in the study corridor.